

SWORDS IN HISTORY.

FROM THE GARDEN OF EDEN TO THE
NINETEENTH CENTURY.

The "White Arm" in Greek and Roman
Mythology—The Swords of Ancient
Egypt—Bronze Rapier of the Ancient
Etruscans—The Famous Toledo Blades.

My centuries ago, at the east of the garden of Eden was placed a flaming sword, "which turned every way to keep the way of the tree of life," and through the ages that have followed the sword has ever there played a prominent part as a means of protection and defense. The "white arm," as it has been styled, has reached far and wide over the face of the earth and has been a mighty power for good and evil. In the day of mythology it was consecrated to the gods and was the symbol of courage and liberty. The highest of them was solemnized by kissing the sword hilt, and its touch still confers the order of knighthood. The degraded army officer has his sword taken from him, as the saluted hand no longer has the right to wield it, while the voluntary surrender of the weapon signifies submission.

In the study of the history of the sword we cannot go much farther back than to ancient Egypt, whence its manufacture and use were distributed throughout Palestine, Syria and Asia Minor and on to Persia and India, and so throughout the known world.

It was in Egypt that the three shapes of the sword blades originated, these being the straight, the curved and the half curved. As the shapes became more settled and more symmetrical great attention was given to the adornment of the sword or, more especially, the hilt, and again in Egypt were found swords blue in color, with hilt of gold. A sword of the pharaohs had a pommel surmounted by a hawk's head, symbolical of the sun, while pins and studs of gold ornamented the handle.

An eastern writer claims that in India the sword was introduced by Brahma and relates how the sword god appeared on the summit of one of the Himalayas, shaking the foundations of the earth and illuminating the sky. The arm of this god was given by Brahma to the deity Shiva, and from him it was passed on to various parts of India, or so the legend runs. Among the Moslems the highest title given to a warrior of renown is "the sword of Allah" and the allegorical use of the word, is found in many parts of the Bible, while Roman literature abounds in allusions to the sword.

At Mycenae Dr. Schliemann made very important discoveries of ancient swords, many of which were curiously carved and engraved. Upon the hilt of one of these disinterred weapons is carved the figure of a goat, while another has the shape of a lion cub. The Roman sword was of greater size than that of the Greeks, and in the days of the empire many of the sheaths were so covered with repousse work and inlaid with precious stones, as to be veritable art treasures.

In the Greek and Roman mythology are many wonderful and miraculous tales of swords, as of Perseus using the celestial weapon of Cronos to cut off the Gorgon's head. When leaving home the father of Theseus charged the mother of the boy to keep him by her side until he could move a certain stone of great weight. Years passed, and the boy grew stronger and stronger until he lifted the stone one day and found beneath it a wonderful sword with a hilt of fine workmanship. Armed with this folded weapon he set out upon his journey through the world, slaying the Minotaur and working many miracles, while the sword remained a trusty friend throughout his adventurous life.

The Homeric writings abound with spirited allusions to the sword, although it is notably the sword of Homer's own time that is described rather than the actual weapon of the Trojan war.

As long as the ancient Britons two kinds of bronze swords were used, one the leaf blade, the other resembling the rapier. An old custom among these primitive people was the placing of the food of a young child upon the blade of its father's sword while the mother conveyed it safely to the child's mouth, praying at the same time that her son might die amid the clash of arms.

Today in Spain the manufacture of the sword is still flourishing, and the Toledo blade is noted throughout the world for its excellence. The great factory just out of Toledo employs 600 workmen, men and boys, and infinite pains are taken to perfect the blades. Each sword is well tested by being thrown against a shield, and if the point does not turn a hair's breadth it is pronounced good and marked with the royal sign and the word "Artilleria," which tells its make to the connoisseur. Weeks, even months, are spent upon the designs for these blades and handles, which are perhaps used after completion in the buildings of the Spanish buildings.

In French history we read of the famous sword carried in battle by Joan of Arc. Early in her short career the "voices" told her of an ancient sword which she would find at Pierrefonds, concealed behind the altar of St. Catherine's church. The priests knew nothing of the weapon, but Joan sent officers to search for it, and it was discovered buried in the earth at the "pot des serbes." The sword when unearthed was rusty and without a sheath, but "the maid" would not have it sharpened, as she said she would never use it, but carry it as a weapon befitting her position. By some this ancient sword is said to have belonged to Charlemagne.

How closely woven about the sword is the drama of "The Nibelungen Ring!" Hurled by the strong arm of Walse into the old ash tree, so that the hilt alone projected, only Siegmund, his son, was possessed of strength enough to draw it out again. "Nothing," he named the sword and fought bravely with it in the deadly combat with Hunding, in which his life ended. Broken and rusted, it comes into the hands of Siegfried in the second part of the Wagnerian drama, and there is no scene in the Tetralogy more effective than that in which the hero forges anew the famous weapon of his ancestors. He slings as he works, and the sword, music runs through the opera, an incomparable part of it.

The poetry and romance of all countries of the old world are filled with allusions to the sword. The practice of arms and that of literature have always gone hand in hand. Sad, the great Persian poet, wrote:

Two persons, oh, conquering king, patronize—
The man who has strength and the man who
is wise!
If a man has not handled the pen or the sword,
Over him, should he die, say no sorrowing
word.

—New York Post.

For a Cold in the Head
Laxative Bromo-Quinine Tablets.

IF I KNEW.

If I knew the box where the balsam kept,
No matter how large the box,
Or strong the box, I would try so hard
"I would open, I know, for me
Then over the land and sea broadcast
I'd scatter the seeds to play,
That the children's eyes might hold them fast
For many and many a day.

If I knew a box that was large enough
To hold all the flowers I meet,
I would try to gather them, every one,
From nursery, school and street.
Then, folding and folding, I'd pack them in
And turn the mouse key.
I'd have a giant to drop the box
To the depths of the deep, deep sea.
—Boston Watchman.

NOT A JUDGE OF CUSTOMERS.

Mistake Made by the Clerk Who Had
Charge of the Fans.

The languid young man in the fan department of a leading dry goods store was approached by an elderly lady, who asked to be shown some fans. The young salesman reached a languid hand back to a shelf and took down a box of spangled and feathered fans.

"I would prefer something quieter and more serviceable," suggested the customer. He gave her a long look, which seemed to take in every detail of her toilet, and with the same languid air that characterized his first movements lifted a box of cotton back fans to the counter. Spreading one of these wide open, he waved it gently to and fro while he remarked:

"I know just what you want. One of these will be good for any occasion—this green satin, for instance."

"Oh, thanks," inquired the customer, and, inquiring the price, she paid for the article and waited for her parcel and change.

"Nice weather we are having," said the young man condescendingly as he restored his fans to order.

"I'm so glad you like it," said his customer, gazing wistfully into vacancy.

Before he could be sure that no carelessness was meant the package came, and he counted the change into the customer's hand with a shade more of alacrity than he had hitherto displayed. Then she got back at him.

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THE BEATEN ARMADA

FEARFUL FATE OF SPAIN'S BOASTED INVINCIBLE FLEET.

The Big Galleons, Rattled and Rung With Shot by the Little English Fleet, Were Sent Drifting Toward the Shores, Begging Sideside to Surrender.

"The Spanish Armada" is the subject of an article in the Century written by William Frederic Tilton, with an introduction by Captain Alfred T. Mahan. Mr. Tilton says of the defeat of the "invincible armada":

In Spain the progress and fortunes of the armada had naturally been the one all-absorbing theme of boasting or conjecture, in palace and monastery, in street and shop. From every altar of the land fervent prayers for its success were rising. The king himself passed hours of every day upon his knees before the sacrament, and those in waiting on him declared that he often rose in the night, sighing to heaven for victory.

And now came Mendoza's good news. Yet the king, feverish as was his longing for success, was too old a player to put absolute trust in his ambassador's confused report, for the sanguine, magniloquent Mendoza had a reputation for "deceiving himself." So Philip in an agony of conflicting doubt and hope shut himself up in the Escorial and would give no one audience until he should receive more certain tidings.

While Mendoza's ridiculous rumors were circulating through the courts of the continent the armada was in reality dying, crippled and miserable, into the fog and gales of the German ocean. For Philip's fleet, if not actually conquered, had been terribly shattered by the incessant, deadly fire of the English gunners in the great fight off Gravelines. When the Spanish admiral, the Duke of Medina Sidonia, counted over his ships after the battle, several were missing, among them those of the two heroes of the day on the Spanish side, the dashing, irresistible sailor sailors Toledo and Pimentel, who, having fought till, in the words of a Spanish chronicler present, their crack galleons were "knocked in pieces and the crews nearly all dead or wounded," drifted in the black night, helpless or rather unhelped, away from their consorts toward the Low Countries.

Writing of the ultimate fate of this splendid fleet, Captain Alfred T. Mahan says:

Yet the armada had not been utterly routed, and Elizabeth's captain knew this full well. In the evening, just after the fighting had ceased, Howard wrote home that he had "displeased them much," and, though he doubted not, "by God's good assistance to oppose them," yet he would not "write unto her majesty till more be done." And even jubilant Drake, who, with the insight of the great sea captain, had at once appreciated almost to its full extent the success achieved at Gravelines, still expected to "wrestle a pull" with the Spaniards and was keeping a sharp eye upon them night and day.

In spite of their exhaustion the Spaniards had scarce closed their eyes during the fight after Gravelines, fearing every moment to hear their ships strike on the treacherous banks which skirt the Low Country coast. Soon after day broke their fears were all but realized. The wind had gradually edged to the northward and was now blowing hard from the northwest. This must have been a fair enough wind for Calais; but Sidonia, had no stomach for another fight, and owing to the crippled state his ships, had sailors at best, were now falling off to leeward toward the low line of shoals. With terror the Spaniards saw in front of them the great waves breaking into gray foam on the smooth sands and close behind them the pursuing English fleet.

Sidonia was lagging behind with his stout hearted lieutenants, Recalde and Leyva. The pilots declared that the fleet was doomed unless the wind shifted, and that speedily. Chicken hearted officers begged Sidonia to strike his colors and at least save ships and lives, but the admiral confessed himself and resolved to die, if he must, like a true knight of the cross. The English, however, did not attack, believing, as the Spaniards afterward concluded, that the armada was drifting of itself to sure destruction. Suddenly by a miracle, as the Spaniards piously thought, the wind veered to the southward. The armada, rescued from the shoals only to suffer a more terrible fate, cast about and sailed out into the deep North sea, closely followed by the English.

Shaken by the terrible strain of the last ten days and now utterly unnerved by the narrowness of this last escape from the jaws of death, Sidonia was in a panic of doubt and despair. So, hastily summoning a council of war, he asked whether he ought to sail back into the channel. It was voted to do so if the wind came fair, otherwise to "obey the weather" and sail north about to Spain, for it was urged, hulls were leaking at a thousand shot holes, the rigging was terribly cut up and the ammunition was nearly all consumed. Promising to turn back if the wind shifted, Sidonia headed his ragged fleet for the Orkneys.

The fate of the Spanish armada stands conspicuous among the great catastrophes of war narrated by history. According to the estimate of the Spanish captain Duro, who has made a close study of the records in his own country, out of 130 sail of which the armada was composed when it left Lisbon on May 30, 1588, 63 were lost. Of these only nine fell in battle or in immediate consequence thereof, although the injuries received in the various actions in the channel doubtless contributed to the ultimate shipwreck of many. Nineteen were cast away on the Scottish and Irish coasts; 25 disappeared altogether.

There is it possible that some of the smaller classes of vessels may have reached port, and that the fact passed unnoticed, but of the forty odd larger vessels which never returned the probability is that those whose fate is unknown perished at sea.

Maulis' Streets.
The streets of Maulis are so modern as to be quite out of keeping with the general appearance of the town. They are perfectly straight, macadamized and provided with ample granite walks. Of these the Escolta and the Rosario are the best. In both there are excellent shops, kept principally by Chinese merchants, most of whom come from Amoy. Tin roofed houses line each side of both thoroughfares.

Near at Hand.
"Cah, a policeman, gah!" shouted Biggs from the second story when he heard a suspicious noise in the attic.

"There's one in the kitchen with the cook," remarked the second girl, who was possessed of the green-eyed monstrosity. "—Do you know?"

CUPID'S ARTFUL ATTORNEY.

A Dainty Story From the German About the Famous Mendelssohn.

The greatly honored Moses Mendelssohn, who was called the *Baron* of his time, was visiting the baths of Pymont. There he became acquainted with the merchant Gaugenheim of Hamburg, reciting a translation from the German in *verses*.

"Rabbi Moses," the merchant said to him one day, "we revere you but my daughter especially reveres and admires you with the greatest enthusiasm. It would be the highest honor to me to have you for a son-in-law. I may visit you some time."

Moses Mendelssohn was very retiring and shy, for he was sadly hunchbacked. Length the act out for the journey. He went to Hamburg and sought out Gaugenheim in his counting house. The merchant said to him: "Go up and see my daughter. She will be delighted to see you."

Mendelssohn made the visit to the daughter. On another day Mendelssohn came to Gaugenheim's counting house. He spoke of the agreeable and intellectual character of the daughter.

"Yes, revered rabbi," said Gaugenheim. "Should I speak frankly to you?"

"Certainly."

"You are a philosopher, benevolent and wise. You will not take it in bad part from the child. She was shocked when she saw you, because you—"

"Because I have a frightful hump."

Gaugenheim bowed assent.

"I thought so," said Mendelssohn, "but yet I will call and take leave of your daughter."

He went up into the dwelling apartments and seated himself by the daughter, who was sitting near the window in a sedate seat, with a piece of needlework in her hand. They talked together pleasantly and intimately, but the maiden did not look up, and Mendelssohn did not look at her. At length the maiden put the question, "Do you really believe matches are somewhat curious. Five or six families agree to pay the expenses of a luxurious establishment, generally a four-in-hand, with coachman and footmen. The carriage door with the various coats of arms of the different families is alone changed, according to the family which uses the carriage. On great occasions these families draw lots to see which shall use the carriage and horses.

The man who wishes to bear a prince's crown must pay \$8,000 to the government, to become a duke \$6,000 is sufficient, for \$5,000 one may be a marquis and for \$4,000 a count, \$2,400 is sufficient to become a baron and \$1,000 for the simple prefix."

These figures apply only to the titles conferred by the king, but besides these royal titles are the oligarchies conferred by the pope. These papal titles are somewhat cheaper than those conferred by the king. At the Vatican a broad new count may be created for \$2,400 and a marquis for \$8,000.

It is hardly necessary to add that the proud old Italian aristocrats look down with the greatest contempt on these parvenu noblemen, whether created by the king or the pope. These proud Italian aristocrats of ancient lineage, such as the Colonna, the Borghese, the Orsini of Rome, the Strozzi of Florence and the Visconti of Milan, consider themselves vastly superior to the most ancient nobles of France and Great Britain and the equals of most royal families. Some of the old Roman nobles even claim direct descent from the gods of ancient Rome.—Milan Courier.

Getting Onceal to Sleep.

Many are the expedients resorted to by persons who are troubled with insomnia to coax reluctant slumber. Some of these expedients are as primitive and simple as grandmother's remedy for colds, fevers, torpid liver and the like, and they are equally effective.

At a little dinner party at an up town club not long ago the subject of sleeplessness thrust itself into the general discussion, and various experiences were narrated.

Chief engineers know, of course, just how much coal the bunkers of their ships will hold, to a pound—in cubic measurement—but figures in with reference to coal. When a chief midway on a cruise wants to know how much coal he has used and how much he still has on hand, he never simply subtracts the amount used, according to the log, from the amount taken aboard at the outset of the cruise.

He knows that if he does this he'll probably get his ship in the trough of the sea 400 or 500 miles from land without a pound of coal left to move her into port.

He first sends his yeoman, a chief petty officer, into the bunkers to do some figuring. The yeoman's report through his knowledge that all yeomen are optimists and therefore likely to talk on a good many more tons than the bunkers contain.

After the yeoman has washed up and made his pen and pencil sketch of the bunkers, with the figured amount of coal remaining in each of them, the chief sends one of his cadet engineers through the bunkers for a report on the amount of coal remaining on hand. The cadet engineer does some fancy figuring, making his calculations as abstruse as possible for the greater effect of them, and then the chief has one of the assistant engineers undertake the murky, smoky trip through the bunkers. The assistant engineer's figures occasionally get within 100 tons or so of the figures presented by the yeoman and the cadet engineer. Finally the chief assumes the blue jumbers and blouse himself and makes the bunker cruise. He always emerges from the bunkers with a gloomy eye and with his confidence in the three officers he has sent through the bunkers quite shattered, and he generally makes for the captain's cabin and announces that if the speed of the ship is not immediately reduced he won't be held responsible for the ship's running out of coal in midocean.

The perturbation of the chief engineer under these circumstances usually works on the feelings of one of the old machinists at the throttle. These old machinists are practical, experienced men, who don't know much about figures and have no sort of reverence for cubic measurement. One of them goes through the bunkers, sizes up the amount of coal remaining in each of them by the simple eye method, which is the evolution of experience, and makes a report on the amount of coal on hand that in nine cases out of ten is proved at the end of the cruise correct almost to the ton. Thus the trouble over the coal in the bunkers is never at an end.

If the chief engineer's trouble over the question of coal consumed and on hand were the end of the problem, it would not be so bad, but the number of reports he is compelled to make to the bureau of steam engineering on each cargo of coal is appalling. He has got to tabulate for the bureau of steam engineering the exact amount of coal, to a half bushel, used daily for driving ship, for working the ventilating engines, for working the dynamo, for furnishing heat, for running the ice machines, for operating the condensers, for doing all of the things aboard a modern man-of-war that steam is employed for. He must see to it that every pound of refuse from the coal used on a cruise is measured and weighed, and report on it. He must have the clinker assort from the refuse, have it weighed, and report on it. He must note the color of the coal's smoke and report on it in varying degrees of density. He must, in general, note the conduct and morale of all the coal consumed on his ship and report on it. No wonder that chief engineers have a shore duty always look away when they pass a coal yard.—New York Sun.

Mouth Character.

Every mouth has a character of its own. More can be told by the lips, even when silent, than by any other feature, with the possible exception of the eye. Did you ever see a man with a small mouth amount to anything? No. Did you ever see a man with a broad mouth who was not a genius? No. Did you ever see a man with lips turned inside out who was not an enthusiast? No. Thick lipped men are generally impulsive. Thin lips indicate secretiveness. A long upper lip means "get there." A short upper lip means "let things take their course." Cupid's bows on a man's mouth—well, have no speaking acquaintance with him. They are for children and women.—New York Press.

Extravagance.

I heard a story lately of a highlander who had been persuaded to buy a ticket for a raffle. He won the first prize, a bicycle, but on being told of his good fortune, instead of hugging himself with delight, he said: "Well, that's just me luck; buying two tickets when yin wad 'n' done. It's just a sixpence wasted."—Dundee People's Journal.

Seeking an Ally.

"Miss Gimp, would you pray for me while I was engaged in a desperate undertaking?"

"Yes, Mr. Jumble."

"Well, pray for me while I propose to you."—Chicago Record.

NEW ITALIAN TITLES.

The Old Aristocrats and Nobles Look on Them With Contempt.

Throughout Europe Italian titles of nobility do not enjoy a very high reputation, so much so that a general rule a mere Austrian baron is more highly considered than an Italian marquis. One explanation of this fact is that many of these Italian nobles with high sounding handles to their names are not in a very enviable financial situation. Many astounding instances may be cited of Italian dukes and counts who occupy the strongest positions abroad. Some are couchants, others hotel porters; one is an interpreter in a railway station, another is a butler in the family of an American millionaire. In New York there is a well known Italian count who has run an elevator for several years past. In southern Italy, where poverty is greater than in other portions of the peninsula, the great noble families are compelled to resort to the most extraordinary stratagems to save appearances. In Naples poor noble families have adopted a system of mutual carriages and horses which is somewhat curious. Five or six families agree to pay the expenses of a luxurious establishment, generally a four-in-hand, with coachman and footmen. The carriage door with the various coats of arms of the different families is alone changed, according to the family which uses the carriage. On great occasions these families draw lots to see which shall use the carriage and horses.

COAL AND COALING A CONSTANT SOURCE OF TROUBLE.

Never Wrecked Experiences Which Drive Chief Engineers Half Insane and Prematurely Break Them Up Physically Exploring the Bunkers.

Coal is the bugbear of modern ship of war. It is the cause of ceaseless bother and strife, coal gets the nerves of fleet commanders, ship commanders, chief and assistant engineers on edge for long cruises at a stretch. Coal, which also means coaling, causes more desorptions from the navy than any other feature of the service. The growls over coal and coaling ached man-of-war of today are never ending. When the potency of coal for rendering chief engineers half insane is considered, it is no wonder that so many of them go to pieces physically and are forced to retire when they ought to be in their prime of usefulness.

Ever since men-of-war were first

driven by steam the world's navies have been experimenting with coal. The results of their experiments up to the present time, as most of the chief engineers confess, may be represented by naught. The steaming radius of a ton of coal, the weight of a ton of coal's smoke, the weight of a ton of coal's refuse, the proportionate amount of clinker in each and all of the world's brands of steaming coal, the number of pounds of steam made in a given time by each and all of the world's brands of steaming coal—these and about 40 others of similar character are the minor problems that come in for solution after the chief problem of getting aboard enough coal to drive the ship a specified distance is solved. These are the pencil and pad puzzles that conduct so to the conversion of naval engineers into neophytes.

The big problem of course is the consumption of coal—the getting of enough coal aboard a man-of-war to drive her through a certain number of leagues of water. Coal is decaying and treacherous, it has an utterly inexplicable fashion of working its way into the furnaces, of sneaking out of bunkers and of smashing the calculation plates of skippers and engineers to smithereens. Many an innocent coal passer on board a man-of-war gets himself dragged up to the mast to explain to his skipper and chief engineer the absence of a certain amount of coal that ought still to remain in the bunkers the coal he has been working in, but that isn't there all the same.

Coal passers have been worried into saying "I didn't eat the coal," under these cross examinations. When coal consumption calculations are spoiled in this way, the recompensation that follows all along the line is natural. The skipper says the chief engineer hasn't a properly developed hump of economy. The chief says the men have sneaked the coal into the furnaces.

The men say the coal is no good and burns like dry hemp. And the coal goes right on using itself up as if bewitched.

Chief engineers know, of course, just how much coal the bunkers of their ships will hold, to a pound—in cubic measurement—but figures in with reference to coal. When a chief midway on a cruise wants to know how much coal he has used and how much he still has on hand, he never simply subtracts the amount used, according to the log, from the amount taken aboard at the outset of the cruise.

He knows that if he does this he'll probably get his ship in the trough of the sea 400 or 500 miles from land without a pound of coal left to move her into port.

He first sends his yeoman, a chief petty officer, into the bunkers to do some figuring. The yeoman's report through his knowledge that all yeomen are optimists and therefore likely to talk on a good many more tons than the bunkers contain.

After the yeoman has washed up and made his pen and pencil sketch of the bunkers, with the figured amount of coal remaining in each of them, the chief sends one of his cadet engineers through the bunkers for a report on the amount of coal remaining on hand. The cadet engineer does some fancy figuring, making his calculations as abstruse as possible for the greater effect of them, and then the chief has one of the assistant engineers undertake the murky, smoky trip through the bunkers.

The assistant engineer's figures occasionally get within 100 tons or so of the figures presented by the yeoman and the cadet engineer. Finally the chief assumes the blue jumbers and blouse himself and makes the bunker cruise. He always emerges from the bunkers with a gloomy eye and with his confidence in the three officers he has sent through the bunkers quite shattered, and he generally makes for the captain's cabin and announces that if the speed of the ship is not immediately reduced he won't be held responsible for the ship's running out of coal in midocean.

The perturbation of the chief engineer under these circumstances usually works on the feelings of one of the old machinists at the throttle. These old machinists are practical, experienced men, who don't know much about figures and have no sort of reverence for cubic measurement. One of them goes through the bunkers, sizes up the amount of coal remaining in each of them by the simple eye method, which is the evolution of experience, and makes a report on the amount of coal on hand that in nine cases out of ten is proved at the end of the cruise correct almost to the ton. Thus the trouble over the coal in the bunkers is never at an end.

If the chief engineer's trouble over the question of coal consumed and on hand were the end of the problem, it would not be so bad, but the number of reports he is compelled to make to the bureau of steam engineering on each cargo of coal is appalling. He has got to tabulate for the bureau of steam engineering the exact amount of coal, to a half bushel, used daily for driving ship, for working the ventilating engines, for working the dynamo, for furnishing heat, for running the ice machines, for operating the condensers, for doing all of the things aboard a modern man-of-war that steam is employed for. He must see to it that every pound of refuse from the coal used on a cruise is measured and weighed, and report on it. He must note the color of the coal's smoke and report on it in varying degrees of density. He must, in general, note the conduct and morale of all the coal consumed on his ship and report on it. No wonder that chief engineers have a shore duty always look away when they pass a coal yard.—New York Sun.

A Cheerful Suggestion.

"Could you suggest some suitable badge for our 'Don's Worry' club?" asked the typewriter boarder.

"How would a pine knot do?" asked the cheerful boy.—Indianapolis Journal.

Subsistent Reason.

Mother—Children, you must be very good now—your father's hurt his hand and can't beat you!—Fayola Blatt.

Mother—And what did he do?

Wife (sobbing)—He thought hard for a minute and then got angry and said he'd thrash me if I bothered him again when I was reading—London Sun.

It's a Bad Complication.

Mother—Why, what grie

**Granite State
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Put-Up Capital, \$200,000

OFFICERS.

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Vice President, JOHN W. SANBORN;
Secretary, ALFRED F. HOWARD;
Asst. Secretary, JOHN W. EMERY;
Treasurer, JUSTIN V. HANSCOM;
Executive Committee, FRANK JONES,
JOHN W. SANBORN, JUSTIN V.
HANSCOM, ALBERT WALLACE
and E. H. WINCHESTER.**

We Are Now Receiving Two
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Portsmouth wanting cement should not be
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KITCHEN FURNISHING GOODS

Everything to be found in a
First Class Kitchen Furnishing
Store, such as Tiware (both grades), Enamelled
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Ware, Wooden Ware, Cutlery, Lamps, Oil Heaters,
Carpet Sweepers, Washing
Machines, Wringers, Cake
Closers, Lunch Boxes, etc.

Many useful articles will be
found on the 5c and
10c counters.

Please consider that in this line
will be found some of the

Most Useful and Acceptable Holiday Gifts

39 to 45 Market Street.

STATE NEWS.

**Scarlet fever prevails at North Hamp-
ton.**

**Mrs. Hannah Tibbets, eighty-seven,
Kenington, died recently.**

**An Auburn man has been fined \$20
for unlawfully cutting ice. Cool!**

**An unoccupied house in Francestown
owned by Mrs. St. John was destroyed
by an incendiary fire.**

**The Forest Hills property in Little-
ton is now owned by Joseph O. Hobbs
of North Hampton.**

**The annual ball of the Zeta Eta Theta
society of New Hampshire college was
held at Thompson hall Thursday night.**

**Wallace A. Howlett of Henniker,
died Thursday morning of heart dis-
ease, the result of pneumonia, at the
age of 53 years.**

**Caleb Barnell, fourteen, Hooksett,
cut his knee so badly while chopping
wood that fourteen stitches were re-
quired to close the wound.**

**Center Tufnboro: How few the
number of scholars are now from what
they were fifty or sixty years ago. In
some of our schools only eight or ten
attend now; then thirty-five or forty
attended district school.**

**Ira Keene of Dover, who recently
swallowed half of the plate of his false
teeth, underwent a successful operation
at the Massachusetts General hospital
last Thursday, when his stomach was
opened and the teeth were removed.**

**Frank Matthews, formerly a molder
at E. T. Taylor's foundry, in Franklin,
died Wednesday at Manchester, after
having his leg amputated, which was
made necessary because of an injury
received in a foundry several weeks
ago.**

**Arthur Pickering of Laconia, who is
brakeman on the White Mountain division
of the Boston & Maine railroad,
was the victim of severe injuries while
on his train near Warren on Tuesday,
Jan. 29th, and was taken to his home.
His injuries are about the head and
internally.**

**For a Cold in the Head.
Laxative Bromo-Quinine Tablets.**

MAINE NOTES.

**Mrs. Mary Hurley has made a claim
for \$1000 damages against the city of
Lewiston for injuries sustained in the
reception of an alleged defected in the
sidewalk.**

**The Hon. S. E. Johnson of Gardiner
is getting together a history of all the
members of company I, Twenty-fourth
Maine regiment, and will have it pub-
lished in book form.**

**Mrs. Sarah Gorham of Berwick,
widow of Dr. Gorham, died recently at
the town farm of old age. Mrs. Gor-
ham's age is believed to have been con-
siderably more than 100 years.**

**A lady in the village of Norway has
a cane which was engraved in 1714.
The handle is an ivory snuff box, with
holes in the cover, so that the owner
could take snuff without removing the
top.**

**The will of the late Joseph Ricker of
Portland, which was filed in the probate
court recently, provides for the dis-
tribution of about \$300,000 among
charitable, religious and educational
societies.**

**The storms of the past week have
seriously interfered with the work of
placing the foundation of the electric
power station and the pulp mill annex
of the Somerset & Kennebec company at
Fairfield.**

Unprofitable Counterfeiting.
Dishonest people work harder for small
profit than honest ones. The secret serv-
ice has discovered that counterfeiter 1 cent
bushels has been selected, 600 feet from
the present elevator, and work will be-
gin in April. The Grand-Trunk round-
house will be removed to Fish Point
and the work is going on now. The
docks will be extended and a new station
built. The proposed terminal
improvements will cost about \$1,000,
000.

**MAINE AND NEW HAMPSHIRE
LEGISLATORS SHOULD VISIT
HERE.**

**An invitation to the members of the
Maine legislature to visit the Kittery
navy yard and pass the day would be a
move in the right direction. The mem-
bers of the New Hampshire body could
be invited at the same time. By in-
teresting these men in the importance
of the yard they would lend their influ-
ence upon the representatives in con-
gress. The trouble has been that the
people outside of Kittery and Port-
smouth have not taken a proper interest
in the success of the yard. Portsmouth
and Kittery could combine in the enter-
tainment of the guests and the Maine
Central and Boston & Maine railroads
would no doubt provide a special train.**

NAVAL VESSELS' MOVEMENTS.

**The collier Alexander has arrived at
Port Said, the gunboat Villalobos on**

the coast of Panay and the gunboat

Samar on the coast of Mindanao. The

gunboat Yankton has sailed from

Gibara for Nips and Lavaia bay and the

gunboat Araya for Cebu.

WHEN I AM DEAD.

**When I am dead, my dearest,
Sing one sad song for me.
Plait then no rose, at a head
Nor shady cypress tree.**

**Let the green grass above me
Lie low, and the waters wet,
And if there will be a rose,
And it will with regret.**

**I shall not see the shadows,
I shall not feel the rain,
I shall not hear the nightingale
Sing a song of pain,**

**And, dreaming through the twilight
That doth not give me rest,
Hardly I may remember,
And hardly may forget.**

—Christina G. Rossetti.

DIFFUSED ILLUMINATION.

**The Plan Used in the Library of Columbia
University.**

**There has been ever, since the world
emerged from the dim light of the tallow
dip a desire for more and more brilliant
illumination, without color, without shades
and yet with abundance of light.**

**This light for best effects should come from
as many directions as possible the line of sight
is the masthead of the other ship. "As long
as that is flying the other fellows will
light, but when it comes down they will
stop and their ship will surrender."**

**The cabin boy was too small to fight,
but he made up his mind to get the flag
for his captain. During the battle when
the ships were lashed together he crawled
on board the enemy's vessel and while the
sailors were busy fighting climbed the
rope ladder which ran up the mast, and
pulling the flag from its place, wrapped
it around his body and carried it back to
his own ship. The sailors were fighting
bravely until one, looking up and seeing
that the flag was gone, cried out to his
companions that the captain had pulled
down the flag and there was no use fighting
longer. The men threw down their
arms, and the mistake was not discovered
until it was too late, for the cabin boy's
comrades had seized the ship.**

**The flag of his country is what every
sailor and soldier throughout the world
fights for during a battle. When the flag
is gone, they lose heart and give up easily.**

**Some of the bravest deeds have been in
defense of the flag and to get it back again
when the enemy has captured it. When
a ship goes into battle, the national flag is
run up to the masthead, the highest point on
the vessel, where it flies until the en-
gagement is over. Sometimes when the
other ship is the stronger or its sailors fight
better and the captain sees that he is
beaten he pulls down his flag to show the
enemy that he has had enough and wants
to surrender. This act is called "striking
the colors."**

**It is a usual thing to run up a white
flag in the place of the one which
has been hauled down, but often the simple
act of striking the colors is enough to
end a battle. So long as the captain of a
ship sees any flag except a white one flying
from the enemy's vessel he will continue
to fire upon it, for it is a sign that the
sailors have not given up and are ready
to fight longer.**

**Sometimes during a naval battle the
ropes which hold the flag are shot away,
but in such cases there are always some
brave sailors who will climb the mast and put
it back again in its place. During the Revolu-
tionary war, when the ship commanded by
Paul Jones was fighting an English vessel,
the American flag was shot away and
fell overboard into the water. One of
the sailors who saw it fall jumped after it,
and, although he was wounded, swam
with it back to the ship, when it was fastened
to the top of the mast again. When
the flag went overboard, the Englishmen
began to cheer, for they thought that Paul
Jones had surrendered, but when they saw
it flying from the masthead once more
they changed their minds and finally sur-
rendered themselves. The action of the
wounded sailor in jumping into the water
to rescue the flag made his companions
fight all the harder.**

**Every one who has read American his-
tory knows about the battle of Lake Erie
and how Commodore Perry carried the
flag from his sinking ship and hoisted it
upon another. When the English captain
saw Perry going in a rowboat from the
sinking ship with the flag thrown over his
shoulder, he ordered his sailors to sink the
boat so that the flag couldn't be hoisted at
the masthead of another American vessel.**

**He knew that if the American sailors saw
that their flag was lost they would lose
heart and surrender, and, as he expected,
when they saw the flag flying again they
worked harder and finally beat his ships.**

**Finally your desk should be two-thirds
as high again as the seat of your chair.
Thus if your chair seat is 24 inches the
desk should be 40 inches in height. When
you have attended to all these little de-
tails, you can sit and write all day without
feeling that backache that comes from
chairs and desks that don't fit you.—Boston
Traveler.**

How High Is Your Chair?

**Some curious experiments have been
made by a Harvard professor to prove what
is really the best height for the chair you
sit on and the desk you write at. Every
person, it appears, ought to have a chair
especially made to suit his or her height,
and the seat of the chair should be exactly
one-quarter of your height from the floor.**

**Thus if you are 6 feet high the chair seat
should exactly equal its height, and it
should slope backway three-quarters
of an inch to the foot. The back should
be a trifle higher than the seat and sloped
slightly, not too much.**

**Finally your desk should be two-thirds
as high again as the seat of your chair.
Thus if your chair seat is 24 inches the
desk should be 40 inches in height. When
you have attended to all these little de-
tails, you can sit and write all day without
feeling that backache that comes from
chairs and desks that don't fit you.—Boston
Traveler.**

**Ship going into action carries several
flags—the national colors, which are hoisted
in the most prominent place; the union
jack, the pennant, which is a long, narrow
streamer flying from the masthead, and a
set of signal flags, which are used to send
messages from one ship to another. When
a squadron of vessels under an admiral
goes into a fight, the flagship flies besides**

**the other flags mentioned on which de-
notes the rank of that officer. In the old
days, when war vessels were made of wood
and had three masts, most of the flags
were hoisted to the top of these masts.
Nowadays, however, many of our fighting
ships have only one mast, and several flags
may be hoisted upon that, but the stars
and stripes are always at the top.**

**When the squadron is waiting for the
enemy's ships and they are sighted, the
signal "Prepare for action" is run up on
the flagship. During all the naval wars
it has been the custom for the captains of
naval vessels to have on board the flags
of other countries besides their own, and
certainly one of these flags is used to ad-
vantage. During one of the long naval
wars between England and some of the
other European countries the captain of a
small English war vessel sighted several
big French men-of-war, which, did they
attack him, would have either sunk or
captured his vessel. France and Spain
were fighting against England, so he made
haste to pull down the British flag and
run up its stead a Spanish flag. When
the Frenchmen saw the latter flag, they
did not bother with the little vessel and
the Englishman escaped.**

**During the war of 1812 an English cap-
tain made himself a great deal of trouble
through fear that some of the sailors on
board his ship might pull down his flag
before he had beaten the enemy. Just be-
fore the battle he ordered a sailor to climb
to the top of the mast and nail the flag
there. The American ship proved the bet-
ter, and before long the Englishman wanted
to surrender, but when he wished to
pull down his flag he couldn't. The sail-
ors were busy fighting, so the captain
himself had to climb the mast and tear
down the British ensign.**

**There have been instances where the
commander of a ship called his flag to the
mast and left it flying there until the ves-
sel sank. The last object which appeared
above the water was the colors, and even
the victorious enemy cheered the sinking
flag.—New York Sun.**

Whales' Ages.

**The age of whales is ascertained by
the size and number of laminae of the
whalebone, that increase yearly. Ages of 800
and 400 years have been assigned to whales
from these indications.**

FLAGS ON WARSHIPS.

**THE NATIONAL ENSIGN DURING A
NAVAL BATTLE.**

**No Matter How Badly Battered a Vessel
May Be the Enemy Will Continue Firing
Upon It Until the Colors Are Hauled
Down or She Is Destroyed.**

A story is told of a cabin boy on board a

**man-of-war who by his action in pulling
down the enemy's flag during a battle
gained a victory for his commanding officer.**

**The story illustrates the value of the national
flag in a naval action and how much de-
pends upon the sailors seeing it flying from the**

**masthead above them. It was just at the
beginning of a battle between two ships**

**that the cabin boy, who had never
been in a fight, saw one of the sailors**

SUPREME COURT.

SIDE OF NEW HAMPSHIRE, ROCKINGHAM COUNTY.

Respectfully represents the Portsmouth, Great Bay and Dover Street Railway Company, a provisional street railroad corporation established under the laws of the State of New Hampshire, twenty-five persons, fifteen of whom are residents of said State, have associated themselves together by written articles of agreement for the purpose of forming a corporation to construct, maintain and operate a street railway under the corporate name aforesaid; that the gauge of said proposed street railway is to be standard gauge and the route thereof will be fifteen miles long, extending as follows, viz: Commencing at an iron pin in the ground near corner of Bennett street and by the track of the Portsmouth & Dover railway extension on Maplewood avenue in said Portsmouth, thence through Maplewood avenue in said Portsmouth, through Newington road, through the Piscataqua bridge road, by the dwelling house formerly owned by Joseph Ross, by the dwelling house now or formerly of F. W. Denechtelton to the present terminus of said Bridge road at land of Woodbury Langdon, in the town of Newington in said county, then through and over the land of said Langdon to the first abutment of the bridge formerly maintained by the Proprietors of the Piscataqua bridge, thence along the route formerly occupied by said bridge, over the water of Great Bay to Goat Island, thence across said Island and thence across said bay following the former route of said bridge to the abutment thereof in the town of Durham, in the county of Strafford in said state, thence in said Durham through and along the Back River road, so-called, and along said Back River road through the town of Madbury, in said county of Strafford, and through said Back River road in the city of Dover in said county of Strafford, until said Back River road runs into Central avenue in said Dover, thence through Central avenue to Loeust street in said Dover, through Loeust street to Washington street in said Dover, thence through Washington street in said Dover to Central Square in said Dover, to connect there with the track of the Union Electric Railway at an iron pin in the ground; commencing at junction of Piscataqua Bridge road and road leading to Portsmouth and Dover bridge, and by the house of J. Hoyt at Newington, and thence southerly along the road leading from said Hoyt house to Greenland, and along said road to the main road leading from Portsmouth to Exeter to which main road it runs at a point near the house occupied by Manuel Silva in the town of Greenland and to connect there with track of Portsmouth; Exeter and Newmarket Street Railway; that said route will extend through the city of Portsmouth and the towns of Newington and Greenland in said county of Rockingham and through the towns of Durham and Madbury and the city of Dover in the county of Strafford; that the capital stock of said corporation is in its said articles of agreement fixed at seventy-five thousand dollars, divided into seven hundred fifty shares of par value of one hundred dollars each, the full amount of which has been subscribed in good faith by responsible parties, with the intention of building said railway; that Arthur W. Simpson, Rufus N. Elwell, A. E. McReel, Wallace D. Lovell, Warren Brown, Joseph Hett and Herbert B. Dew are in said articles of agreement appointed to act as directors, all of whom have subscribed said articles, and a majority of whom are residents of the state of New Hampshire; that said directors have caused said articles of agreement to be recorded in the office of the secretary of state, for said state, and a true copy thereof, attested by the directors to be filed in the office of the clerk of each town through or into which the route of the proposed railway will extend, to wit: in the towns of Newington, Greenland, Durham and Madbury and the cities of Portsmouth and Dover; that said provisional corporation was formed in accordance with the provisions of Chapter 150 of the Public Statutes of New Hampshire, and of Chapter 27 of the laws of 1895 of said state, and of the Statutes of said state in amendment thereof, and that the public good requires the proposed railway and that it be built on the proposed route.

Whereupon your petitioner prays that it may be decided by said Court whether the public good requires the proposed street railway, and that it be built on the proposed route, and that it may cause a record of its decision to be made, and for such other orders, decrees or relief as may be just.

PORSCMOUTH, GREAT BAY AND DOVER STREET RAILWAY COMPANY.

By its Solicitor, SAMUEL W. EMERY, Esq., Petitioner's Solicitor

STATE OF NEW HAMPSHIRE.
ROCKINGHAM SS.

The foregoing petition of the Portsmouth, Great Bay and Dover Street Railway Company having been filed in the office of the clerk of the Supreme Court for said county, on the eighth day of November, A. D. 1900, this petition is made returnable at the law term of the Supreme Court, to be held at Concord, in the county of Merrimack, on Tuesday, Dec. 4, 1900, at eleven o'clock in the forenoon, and the petitioner is ordered to give notice thereof by publishing said petition and this order of notice therein, in the Portsmouth Daily Chronicle, Exeter News Letter, Portsmouth Republican, Portsmouth Times and Foster's Democrat newspapers published, the first four in said county of Rockingham and the last in our county of Strafford, three successive weeks.

Dated Nov. 9, 1900.

ROBERT M. WALLACE,
Associate Justice Supreme Court.

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Dated Nov. 9, 1900.

JOHN TEMPLETON,
John Templeton, Esq., Justice of the Peace.

I, Geo. J. Foster, one of the publishers of Foster's Daily Democrat, a newspaper published at Dover, New Hampshire, do solemnly swear that the foregoing petition and order thereon were published in said newspaper on Nov. 10, Nov. 17, and Nov. 24, 1900, in the regular editions of said newspaper.

Geo. J. FOSTER.

State of New Hampshire, Strafford ss., Nov. 30, 1900. Subscribed and sworn to before me,
SAMUEL W. EMERY,
Justice of the Peace.

I, William H. Moore, of Portsmouth, New Hampshire, do solemnly swear that I am publisher of the newspaper called Portsmouth Republican, published at Portsmouth, N. H., and that the within petition and order were published in the regular edition of said newspaper on Nov. 10, Nov. 17 and Nov. 24, 1900.

WILLIAM H. MOORE.

State of New Hampshire, Rockingham ss., Dec. 3, 1900. Subscribed and sworn to before me,
SAMUEL W. EMERY,
Justice of the Peace.

I, True L. Norris, of Portsmouth, New Hampshire, do solemnly swear that I am publisher of the newspaper called Portsmouth Times, published at said Portsmouth, and that the foregoing order and petition were published in the regular edition of said newspaper on Nov. 10, Nov. 17 and Nov. 24, 1900.

TRUE L. NORRIS.

State of New Hampshire, Rockingham ss., Dec. 3, 1900. Subscribed and sworn to before me,
SAMUEL W. EMERY,
Justice of the Peace.

I, Fernando W. Hartford, of Portsmouth, New Hampshire, do solemnly swear that I am publisher of the newspaper called Portsmouth Daily Chronicle, published at said Portsmouth, and that the foregoing order and petition were published in the regular edition of said newspaper on Nov. 10, Nov. 17 and Nov. 24, 1900.

F. W. HARTFORD.

State of New Hampshire, Rockingham ss., Dec. 3, 1900. Subscribed and sworn to before me,
SAMUEL W. EMERY,
Justice of the Peace.

And at said Law Term held at Concord aforesaid on Tuesday, the fourth day of December, 1900, the petitioner appears and shows to the Court that said order has been duly compiled with, and no sufficient objection thereto being made or appearing to the Court, it is ordered by the Court that said petition be referred to the Railroad Commissioners for said State of New Hampshire.

Attest—C. H. KNIGHT, Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December, 24, 1900.

The within petition having been referred to this board a hearing thereon will be had at the Court House in said

Portsmouth, on the twenty-second day of February, 1901, at ten o'clock, forenoon, when and where all persons interested may attend and be heard, and it is ordered that said petitioner give notice of said hearing by causing a copy of the within petition and of this order thereon to be given in hand to or left at the last and usual place of abode of the attorney-general of this state fourteen days at least before said day of hearing, and by causing like copies to be posted in two or more public places in the towns of Newington, Greenland, Durham and Madbury, and in the cities of Dover and Portsmouth, all named in said petition, thirty days at least before said day of hearing, and by causing like copies to be published three successive weeks in the "Independent Statesman," newspaper printed in said Concord, and in the "Portsmouth Daily Chronicle," "Exeter News Letter," "Portsmouth Republican" and "Portsmouth Times," newspapers published in said county of Rockingham, and in "Foster's Democrat," newspaper published in said county of Strafford, the last publication date at least seven days before said day of hearing.

Attest—THE BOARD OF RAILROAD COMMISSIONERS.

By J. G. BELLows, clerk.

THE FOSBURG MYSTERY.

Police Looking Up the Alleged Burglar.

Pawtucket, R. I., Feb. 1.—The police have been investigating for the second time the connection which it is believed Michael Quinn and other members of the so-called Hackett wire-stealing gang may have had with the Fosburg murder at Pittsfield, Mass. They now feel confident they can prove the presence of the men near Pittsfield on the night of the murder, and they state that the much wanted Quinn is a man who would hesitate at nothing. The members of the gang were in jail at Taunton, Mass., awaiting the action of the Bristol county grand jury on the charge of breaking and entering and theft.

According to the statement of Hackett, one of the gang, which has since been largely corroborated by investigation, the gang were in Adams, Mass., on the night of the Fosburg murder. They went there to strip the brass from an engine and pump in a factory in that town. On the following day they left the vicinity.

After the arrest of all the gang except Quinn in November, Robert L. Fosburg, the father of the murdered young woman, was sent for to see the prisoners. For some reason, however, the son, Robert S. Fosburg, went instead to Taunton and saw the gang in the jail. It is stated that at that time Patterson said: "We are not the men you want; it's Quinn."

Previous to this time, Patterson had admitted that he was in the vicinity of Pittsfield at the time of the murder and said, "You may fix up this wire matter, but you can't fix up the Pittsfield affair."

Although Quinn is at large, the local police believe they locate him. They state that the hat found at the Fosburg house is exactly like the one worn by Quinn for some time previous to the date of the murder.

Negro Colony in New Jersey.

Cape May, N. J., Feb. 1.—The African Equitable Association, an organization of negroes who propose to found an industrial colony on 1,400 acres of land about ten miles north of here, are meeting with much success in the beginning of their efforts. They have an option on the land and now lack but \$400 to make up the amount necessary to have the land pass title to them. Over \$100 is also in hand to begin work, with the view of starting an industrial school and a plant for light manufacturing purposes. Each colonist will be apportioned a certain amount of land and necessary farming implements and stock. No one will be allowed to work or reside in the colony except members of the negro race.

SUNDAY SERVICES.

CONGREGATIONAL CHURCH.

Rev. L. H. Thayer, pastor. Morning service at 10:30 a. m. Sunday school in the chapel at 12:00 m. young people's meeting at 6:45 p. m. Vesper service at 7:30. All are welcome.

BAPTIST CHURCH.

Rev. George W. Gile, pastor. Services at 10:30 a. m. and 7:30 p. m. Sunday school in the chapel at 12:00 m. Prayer meetings Tuesdays and Fridays at 7:30 p. m. All are invited.

FREEWILL BAPTIST CHURCH.

Rev. Robert L. Dutton, pastor. Preaching at 10:30 a. m. Sunday school at 11:45 a. m. Junior Christian Endeavor meeting at 7:30 p. m. Prayer meeting at 7:30 p. m. Christian Endeavor meeting Tuesday evening at 7:30. Prayer and social meeting Friday evening.

CHRISTIAN CHURCH.

Court street, Rev. Myron Tyler, pastor. Morning service at 10:30 a. m. Sunday school at 12:00 m. Young people's meeting at 6:30 p. m. Evening service at 7:30. Y. P. S. C. E. meeting on Tuesday evening and prayer meeting on Friday evening at 7:30. All are welcome.

OLD ST. JOHN'S CHURCH—EPISCOPAL.

Church hill, Rev. Henry E. Howey, rector. Sunday, at 10:30 a. m., morning prayer, litany and sermon. Holy communion, first Sunday in every month and the greater festivals, 12:00 m. Holy days, 8:30 a. m. Evensong, Sundays, 3:00 p. m. Fridays, Ember days, in chapel at 5:00 p. m. Parish school in chapel at 3:00 p. m. At the evensong service, both in church and chapel, the seats are free. At all the services strangers are cordially welcomed and provided for.

CHRIST CHURCH—EPISCOPAL.

Madison street, head of Austin street, Rev. Charles LeV. Brine, rector. On Sundays, holy communion at 7:30, matins or holy communion at 10:30 a. m., Sunday school at 12:00 m., evensong at 1:30 p. m. On week days, matins (daily) at 9:00 a. m., evensong (daily) at 5:00, on Friday, evensong at 7:30 p. m. Holy communion, Thursday at 7:30 a. m. On holy days, holy communion at 7:30, matins at 9:00 a. m., evensong at 7:30 p. m. Seats free and unappropriated. Good music. All welcome.

METHODIST EPISCOPAL CHURCH.

State street, Rev. Thomas Whitelock, pastor. Morning prayer at 10:00. Preaching services at 10:30 a. m. Sunday school at 12:00 m. Epworth League meeting at 6:00 p. m. Prayer meeting at 7:30 p. m. All are cordially invited.

CHURCH OF CHRIST—UNIVERSALIST.

Pleasant street, corner Jenkins avenue, Rev. George E. Leighton, pastor. Morning prayer and sermon at 10:30. Sunday school at 12:00 m. Administration of the holy sacrament the first Sunday in the month at 11:45 a. m. Good music. Y. P. C. U. meetings every Sunday evening at 6:30 at the vestry. Strangers are especially welcome.

UNITARIAN CHURCH.

Rev. Alfred Gooding, pastor. Morning service at 10:30 a. m. Preaching at 2:45 and 7:30 p. m. Sunday school at 12:30 p. m. Prayer service at 7:15 p. m. All are invited.

ADVENT CHURCH.

C. M. Saamans, pastor. Social service at 10:30 a. m. Preaching at 2:45 and 7:30 p. m. Sunday school at 12:30 p. m. Prayer service at 7:15 p. m. All are invited.

CHURCH OF THE IMMACULATE CONCEPTION.

Rev. Eugene O'Callaghan, pastor. Services at 8:30 and 10:30 a. m. Vespers at 3:00 p. m.

Y. M. C. A.

Association rooms open from 9:00 to 10:30 a. m. and from 1:00 to 6:00 p. m. Men's meeting at 4:00 p. m. Open weekdays from 9:00 a. m. to 10:00 p. m.

PEOPLES' CHURCH.

Rev. R. L. Harris, pastor. Service from 11 to 12 every Sunday morning. Sunday school at 3 p. m. Praise meeting at 7:30 p. m. Preaching at 8 p. m. Young people's meeting on Wednesday evenings at 8 o'clock. Cottage meetings on Friday evenings at 8 o'clock. The public is cordially invited to attend these services, which are free to all.

SALVATION ARMY.

Meetings will be held all day in the hall on Market street. Hall drill at 7:30 a. m. Holiness meeting at 10:00 a. m. Free and easy at 3:00 p. m. Salvation meeting at 8:00 p. m.

SECOND METHODIST CHURCH, KITTERY.

Rev. E. C. Andrews, pastor. Preaching at 10:30 a. m. Sunday school at 12:00 m. Epworth League meeting at 6:00 p. m. Evening service at 7:30. All are cordially invited.

FIRST METHODIST CHURCH, KITTERY.

Rev. Elbridge Gerry, pastor. Preaching at 10:30 a. m. Sunday school at 12:00 m. Y. P. S. C. E. meeting at 6:00 p. m. Prayer meeting at 7:30 p. m. All are welcome.

SECOND CHRISTIAN CHURCH, KITTERY.

Rev. Mr. Hall, pastor. Preaching at 10:30 a. m. Sunday school at 11:45 a. m. Y. P. S. C. E. meeting at 6:00 p. m. Prayer meeting at 7:30 p. m. All are welcome.

ADVENT CHRISTIAN CHURCH, SOUTH MILOT.

Rev. Geo. W. Brown, pastor. Sunday school at 10:00 a. m. Prayer meet and at 11:30 a. m. Preaching at 2:00 p. m. All are welcome.

SECOND METHODIST CHURCH, SOUTH ELIOT.

Rev. Elbridge Gerry, pastor.

Sunday school at 1:00 p. m. Preaching at 2:00 p. m. Prayer meeting at 7:30 p. m. All are welcome.

MILLION DOLLAR FIRE.

Explosion Causes Great Conflagration In New York.

ENTIRE DEPARTMENT CALLED OUT

Many Fires Reported From Other Cities—Kazan City Theater Destroyed—Eleven Business Houses in North Dakota Burned.

New York Feb. 1.—Fire last night laid in ashes nearly two city blocks on the east side. The area of total destruction lies between First avenue, the East river, Thirty-first and Thirty-second streets. Nearly half the block south of Thirty-first street was also destroyed, together with a vast expanse of lumber yards and coal and wood sheds extending southward from Thirty-second street and along the river front.

New York Feb

SUMMER HOTELS OF MAINE AND NEW HAMPSHIRE

WHICH TO GO FOR AN' TING

CUTLER'S SEA VIEW, HAMPTON BEACH.

Where you get the famous FISH DINNERS.

Most beautifully situated hotel on the coast. Parties catered to.

JOHN CUTLER, Proprietor

The Famous HOTEL WHITTIER, Open the Entire Year.

Favorite stopping place for Portsmouth people.

If you are on a pleasure drive you cannot fail to enjoy a meal at Whittier's.

OTIS WHITTIER, Proprietor.

BOSTON & MAINE R. R.

EASTERN DIVISION.

Winter Arrangement, in Effect Oct. 8.

Trains Leave Portsmouth

For Boston, 3:50, 7:20, 8:15, 11:30 a.m., 2:24, 5:00, 7:28 p.m. Sunday, 3:50, 8:00 a.m., 2:21, 5:00 p.m.

For Portland, 9:55, 10:45 a.m., 2:45, 8:50, 9:20 p.m. Sunday, 8:30, 10:45 a.m., 8:55 p.m.

For Wells Beach, 9:55 a.m., 2:45, 5:21 p.m. Sunday, 8:30 a.m.

For Old Orchard and Portland, 9:55 a.m., 2:45, 5:22 p.m. Sunday, 8:30 a.m.

North Conway, 9:55 a.m., 2:45 p.m.

For Saco, 9:55, 9:45, 9:55, 10:45 a.m., 2:45, 5:22, 6:30 p.m.

For Rochester, 9:45, 9:55 a.m., 2:40, 4:25, 5:22, 5:30 p.m.

For Dover, 4:50, 9:45 a.m., 12:20, 2:40, 5:22, 6:32 p.m. Sunday, 8:30, 10:45 a.m., 8:55 p.m.

For North Hampton and Hampton, 7:20, 8:15, 10:55 a.m., 6:00 p.m. Sunday, 8:00 a.m., 5:00 p.m.

For Portsmouth

Leave Boston, 7:30, 9:00, 10:10, a.m., 12:30, 2:30, 4:45, 7:00, 7:45 p.m. Sunday, 8:20, 9:00 a.m., 6:40, 7:00 p.m.

Leave Portland, 2:00, 9:00 a.m., 12:45, 6:00 p.m. Sunday, 2:00 a.m., 12:45 p.m.

Leave North Conway, 7:25 a.m., 4:15 p.m.

Leave Rochester, 7:15, 9:45, 11:30, 3:50, 6:25 p.m. Sunday, 7:00 a.m.

Leave Somersworth, 6:35, 7:32, 10:00 a.m., 4:05, 6:39 p.m.

Leave Dover, 6:50, 10:24 a.m., 1:40, 4:30, 6:30, 8:25 p.m. Sunday, 7:30 a.m., 9:25 p.m.

Leave Hampton, 9:22, 11:53 a.m., 2:13, 4:55, 6:16 p.m. Sunday, 6:26, 10:06 a.m., 8:09 p.m.

Leave North Hampton, 9:28, 11:59 a.m., 2:18, 4:55, 6:21 p.m. Sunday, 6:30, 8:15 p.m.

Leave Greenland, 9:35 a.m., 12:05, 2:35, 5:11, 6:27 p.m. Sunday, 6:35, 10:18, 8:30 p.m.

SOUTHERN DIVISION.

PORTSMOUTH BRANCH.

Train leave the following stations for Manchester, Concord and intermediate stations:

Portsmouth, 8:30 a.m., 12:45, 5:25 p.m.

Greenland Village, 8:30 a.m., 12:54, 5:32 p.m.

Rockingham Junction, 9:00 a.m., 1:07, 5:58 p.m.

Epping, 9:22 a.m., 1:21, 6:14 p.m.

Raymond, 9:32 a.m., 1:32, 6:25 p.m.

Rockingham Junction, 10:47 a.m., 12:17, 5:53 p.m.

Greenland Village, 10:01 a.m., 12:29, 6:06 p.m.

Train connect at Rockingham Junction for Exeter, Bawdrip, Lawrence and Boston. Train connect at Manchester and Concord for Plymouth, Woburn, Lancaster; St. Johnsbury, Newbury, Vt., Montreal and the west.

Information given, through ticket sold and baggage checked to all points at the station.

D. J. FLANDERS, G. P. & T. A.

U. S. NAVY FERRY LAUNCH NO. 132.

GOVERNMENT BOAT, FOR GOVERNMENT BUSINESS.

Leaves Navy Yards—8:21, 8:10, 9:15, 10:30, 11:30, 11:45 a.m., 1:35, 2:00, 3:00, 4:00, 5:00, 5:45, 7:45 p.m. Sunday, 10:10, 10:15 a.m., 12:15, 1:35 p.m.

Leaves Portsmouth—8:30, 8:50, 9:30, 10:30, 11:30 a.m., 12:15, 1:45, 2:15, 3:30, 4:30, 5:30, 6:00, 10:00 p.m. Sunday, 10:10, 10:15 a.m., 12:05, 12:45, 13:15, 1:30, 10:00, 11:00 a.m., 12:00 p.m.

Whitewash and Saturday.

BROTHERS OF PIY.

Charitable Order that has flourished in Florence. See Mr. Carter.

Mrs. Barbara Harding Davis contributes to St. Nicholas an article entitled "In Old Florence," telling of an American boy who visited the quaint Italian city. Mrs. Davis says:

They were passing the entrance of the Ponte Vecchio, a bridge, gray with age, which spans the Arno. Rows of goldsmiths' shops, clinging along its edges like bunches to a ship's side, and trays heaped with cheap rings or jewels worth a king's ransom line the sidewalks.

Just as they reached it a sudden startling silence fell upon the crowd. Across the bridge came a noiseless procession of men in black gowns and cloaks. The cloaks covered their faces, two holes being cut for their eyes to look through. They carried a sick man upon a bier and passed through the sunshine silently as shadows. All traffic stopped to make way for the procession; many of the Italians muttered a prayer for the poor burden, crossing themselves.

When they were gone, Tom felt that it was time for some missionary work and said:

"Now, at home we've no time for that sort of folly. The idea of those men dressing up like nummucks to carry their relatives to a hospital!"

"They are not his relatives," said Hugo quickly. "It is not nummucing. You don't understand. It was a boy, like us, who started the work 600 years ago. He said every Christian man should be ready to help every other man—to nurse the sick or bury the dead without reward or praise. He and his companions were called the Poor of Pity, and the order has been at work here in Florence ever since. All kinds of men belong to them. They never talk of it, but there are 10,000 of them. They wear the black gowns and hood that nobody may know them or punish them for their charity. These men who passed just now may have been laborers or great Florentine nobles. Only God knows them."

"How are they paid?"

"Paid! They are never paid. They can take nothing from those they save but a drink of cold water."

"And that thing has been going on for six centuries!" said Tom. "We find of things in six years! Besides an annual tax to support an almshouse for paupers. He does not nurse and bury them himself."

"No," said Hugo gently, "the methods are different. I suppose we seem like children compared to the wide awake Americans. But these old customs were invented to teach us great truths before we could read or write, just as you show a child pictures to teach him things. We keep them still."

WOMEN FOLK OF THE SENATE.

Ingenuous and Amusing Remarks Often Addressed to Those in Official Circles.

Mary Nimmo Valentine, writing of the "Women of the United States Senate" in "The Woman's Home Companion," tells some amusing incidents in the experiences of senatorial families which require great tact and self command to be passed over without contempt:

"Women whose husbands and fathers are in political life enjoy interesting experiences and meet with curious people at times. The wife of a prominent senator, who is also the daughter of a senator, recalls with much mirth the days of her father's campaign. She and her sister used to accompany him when he went to make speeches, and, wrapped in waterproof cloaks, the young ladies would mingle with the crowd to hear the comments of the people.

"The two were noted wags and wits and were feared for their funmaking proclivities. The elder was invited once to visit with her father a valued constituent whose farm was near the county town. They went and enjoyed the day fully, visited the county fair and were interested in all they saw. At night when the young lady had retired to her room and was partially undressed there came a knock at the door. She peeped out and saw the daughter of the house.

"'May I come in?'"

"'Certainly,' replied the other, opening the door.

"'Do you know I was awfully afraid to have you come here?'

"'Why, then, did you ask me to come?'

"'Oh, your pa and my pa are such friends that I couldn't help it. But I just made up my mind that if you acted a bit stuck up or put on any airs over us I was just bound to tell you of it. I'm right glad now that you did come!' This frank certificate of amiability was much prized by the recipient."

Not That Kind of Cricket.

A lady in search of a birthday present for her son walked up and down a bookshop, closely examining the titles of the books. At last she picked up a volume and handed it to the assistant.

"Is this a good book?" she asked.

"An excellent book, madam," replied the young man as he wrapped it up, "and the only copy we have left."

"How fortunate I am to have secured it," then the delighted purchaser exclaimed. "My son is just crazy over the game, and I wanted to get a good authority on it so that he could learn to play it properly."

The shop assistant looked dazed, as he handed his customer the copy of "Charles Dickens' 'Cricket on the Hearth,'" and she had been gone some time before it dawned on him what a mistake he had made.

No one knows what the boy said.—Short Skits.

She Likes to Cook.

Mrs. Ruth McEnery Stuart is an noted among her friends for her culinary accomplishments as for her literary ability. She delights in concocting dainty dishes and finds much recreation from mental labor in preparing a salad or a ragout. Over this work, too, she is wont to talk and jest and spin plantation yarns that are a delight to the listeners, and she declares that praise of her cooking is as pleasing as appreciation of her stories.

For the Toilet Table.

"I had to visit England," says a recently returned traveler, "to discover that the best place in the bedroom for a dressing table is directly before a window, the back of the mirror against the pane if possible. In this light every defect of color or complexion is seen at a time when it is possible to remedy it."

In France they have been selling artificial coffee fixtures lately. Examination showed that they were made of ash gum, dextrose and other pleasant materials.

A learned professor at Geneva, Switzerland, states that France drinks more alcohol annually than any other nation in Europe.

TEN MILES OF WARSHIPS

A Brilliant Naval Spectacle at Isle of Wight.

OBSEQUIES WILL BEGIN TODAY.

Grenadiers Will Escort the Queen's Body—Royal Family to Walk—The Rowdway to Pier to Be Guarded by Troops, Keeping Back Thousands.

Cowes, Feb. 1.—A glittering crescent of light stretched last evening from Cowes to Portsmouth. It marked the location of ten miles of warships, the pick of the British and German navies, with representative ships from other powers, all lying in anchor ready to take part in today's ceremonies, when a last magnificent tribute will be paid by sea to the sovereign who reigned so long.

When they were gone, Tom felt that it was time for some missionary work and said:

"Now, at home we've no time for that sort of folly. The idea of those men dressing up like nummucks to carry their relatives to a hospital!"

"They are not his relatives," said Hugo quickly. "It is not nummucing. You don't understand. It was a boy, like us, who started the work 600 years ago. He said every Christian man should be ready to help every other man—to nurse the sick or bury the dead without reward or praise. He and his companions were called the Poor of Pity, and the order has been at work here in Florence ever since. All kinds of men belong to them. They wear the black gowns and hood that nobody may know them or punish them for their charity. These men who passed just now may have been laborers or great Florentine nobles. Only God knows them."

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Programme For the Procession.

The funeral procession will leave Osborne House for Trinity pier at a quarter of 2 o'clock. Men of the queen's hussars will carry the body from house to gun carriage. Through a double rank of Grenadier guards the gun carriage will pass the queen's pipers who will play to the queen's guard where the full procession will form. From the gate to the pier the roadway will be lined with troops in close order.

Immediately behind the gun carriage will walk King Edward, Emperor William and the crown prince of Germany. Queen Alexandra and all the members of the English royal family, the horseguards of the late queen, King Edward, Queen Alexandra, Emperor William and the royal family, and the royal servants and tenants.

When the cortège reaches the pier the coffin will be borne from the gun carriage to the Albert by seamen from the royal yacht.

In anticipation of today's event the advance guard of thousands of spectators were pouring into the town all day yesterday and last evening, although the weather signs were not propitious. Steam boats arrived in quick succession and excursionists around the island and through the fleet were largely patronized during the day.

Restaurador Has a Hard Row.

Along the roadway to the water caravans disturbed the quiet boughs of the hawthorn erection of a few stands, and in Cores and East Cowes there was the same noise. But windows and seats on stands that would sell in London for \$25 each are going here for \$2.50.

The mile and a half of road between Osborne and Trinity pier is a typical country thoroughfare, and the troops lining it will have difficult work to keep the route clear. It is a notable fact that while the English, the military show and other attendant features will inspire intense public interest and emotion greater peculiarity is manifested over the prospective sight of Queen Alexandra and the princesses or the blood royal walking as matrons down the muddy road and through the narrow streets to the water's edge.

The two were noted wags and wits and were feared for their funmaking proclivities. The elder was invited once to visit with her father a valued constituent whose farm was near the county town. They went and enjoyed the day fully, visited the county fair and were interested in all they saw. At night when the young lady had retired to her room and was partially undressed there came a knock at the door. She peeped out and saw the daughter of the house.

"May I come in?"

"Certainly," replied the other, opening the door.

"Do you know I was awfully afraid to have you come here?'

"Why, then, did you ask me to come?'

Yes It's Stronger

Eagle

QUAD-STAY.

Sprockets always in line.

Road Racer, \$50.

Track Racer, \$60.

The lightest and easiest running bicycle in the world. Come and trade in your old wheel.

PHIBRECK'S

BICYCLE STORE

21 Fleet Street, Portsmouth



SPRING DECORATIONS ARE IN ORDER

now, as we have the finest stock of handsome wall papers, that range in price from 15 cents to \$5 per roll, suitable for any room, and of exquisite colorings and artistic patterns. Only expert workmen are employed by us, and our prices for first-class work is as reasonable as our wall papers.

J. H. Gardiner

10 & 12 Daniel St. Portsmouth

ESTABLISHED IN 1872.

C. E. BOYNTON.

BOTTLERS OF ALL KINDS OF

Summer Drinks,

Ginger Ale, Lemonade, Root Beer, Tonic, Vanil Orange and Strawberry Beer, Coffee, Chocolate and Soda Water in siphons for hotel and family use. Fountains charged at short notice. Bottles of Eldredge and Milwaukee Lager, Porter, Refined Cider, Cream and Stock Ale.

ORDERS PROMPTLY FILLED

A continuance of patronage is solicited from former customers and the public in general and every endeavor will be made to fill all orders promptly and in a satisfactory manner.

C. E. Boynton

16 Bow Street Portsmouth

Get Estimates

FROM THE

HERALD ON

JOB PRINTING.

For neat and attractive printing there is no better place.

S. C.

BEST 10c. CIGAR

In The Market.

S. GRYZHISK, MFG.

Pure Havana.

THE HERALD.

SATURDAY, FEBRUARY 2, 1901.

CITY BRIBES

Today is Candlemas day.

Lent begins February 20th.

Bad colds are once more prevalent.

February comes in like a little lamb.

Rather quiet in city affairs, just now.

It is most time for the first sandalion blossom.

St. Valentine's day is next on the calendar.

The end of the Maine polo league seems near.

WANTED—General housework girl.

Apply at 50 Highland street.

Special prices will prevail at the performance of Uncle Tom's Cabin.

There were fifty births and forty-eight deaths recorded in York for the year 1900.

Three years ago Friday, (Portsmouth) experienced one of the worst blizzards in its history.

Fire insurance placed at C. E. Trafton's agency in the strongest companies at lowest rates.

Lewiston plans on entertaining 10,000 Grangers at the annual national convention in that city.

The fire alarm key boxes are nearly all placed upon the fire alarm boxes and are ready for use.

Supt. Ballard of the fire alarm service placed the new steam steam whistle valve in place on Friday.

The snow disappeared pretty fast under the sun's rays on Friday, especially around the center of the city.

Ivy Temple Lodge, Ladies of the Golden Eagle, were entertained by Mrs. Frizzell, West street, Friday evening.

The Portsmouth Yacht club is not taking quite such a prominent part in social affairs this season as heretofore.

A church society in Newburyport held a midwinter picnic but it was in the church vestry, and not at the beach.

Murders, murder trials, executions and sentences for murder, take up a good share of newspaper space at present.

Can't be perfect health without pure blood. Burdock Blood Bitters makes pure blood. Tones and invigorates the whole system.

Kansas saloon keepers need some "Keep off the glass" signs to influence Mrs. Nation and her feminine Coxey's army.

"Neglected colds make fat graveyards," Dr. Woods Norway Pine Syrup helps men and women to a happy vigorous old age.

The young ladies' basket ball team of the Portsmouth High school have issued a challenge to the young ladies of the Dover high.

If your stomach is weak it should have help. Hood's Sarsaparilla gives strength to the stomach and cures dyspepsia and indigestion.

A horse driven by Trainer McPhail, fell down on the Parade Friday afternoon and created quite a breeze of excitement for a while.

"Tisn't safe to be a day without Dr. Thomas' Electric Oil in the house.

Never can tell what moment an accident is going to happen.

The city fathers meet again next Thursday evening and it is expected some important business will be brought before them.

It's folly to suffer from that horrible plague of the night, itching piles.

Doct's Ointment cures, quickly and permanently. At any drug store, 50cts.

The fishermen along the water front have begun to paint their boats and overhaul their gear to get in readiness for their spring fishing.

Out of 143 cases of small pox known to exist in New England, eighty-seven are in New Hampshire, Manchester being the centre of infection. The disease is very prevalent in the central

states, particularly in Minnesota, Ohio and Tennessee.

The state council of the Knights of Columbus will convene in Manchester next Tuesday.

Advantage will be taken of the good sleighing and numerous sleighrides parties will be in order.

Norfolk Oysters are received fresh every other day at the Globe Grocery Co., at 25 cents a quart. Nobody has anything better.

Rev. Alfred Gooding, pastor of the Unitarian church, is to occupy the pulpit of the Middle street Baptist church on Sunday evening.

Damon Lodge, Knights of Pythias, has sent out tickets to the members for its thirtieth anniversary, which is to be celebrated on the 5th inst.

H. B. Bennett of Harvard and B. E. Bradford of New Hampshire college, were interested at the Delapoa-Unity basketball game, Friday evening.

For Saturday, special sale at the Globe Grocery Co. of Turkey's at 12 1/2 cents a pound. Remember you will always find the article just as advertised.

The A. O. U. will give a fair at York beach Feb. 12th, 14th and 15th, for the benefit of Jerry Freeman of Cape Neddick. On the last named evening there will be a dance.

Now we have snow enough for coasting, our young people should have some hills set apart for their use where they will be free from all danger in colliding with teams.

Parties owning wood lots in the country are taking advantage of the good sledding and are having their lumber drawn into the city, a number being engaged in the work the past few days.

John G. Cutler, one of Hampton's most prominent citizens, is convalescent after long and very severe sickness with the grippe. During much of his sickness he was obliged to lie in a darkened room.

Gov. Jordan of New Hampshire was very positive in his refusal to allow Rubin and Jeffries to meet for twenty rounds within the limits of the Granite State, but we notice the report of a fifteen-round bout which occurred at Manchester, Tuesday night.—Haverhill Gazette, Feb. 1st.

Lost—On Middle or State street about noon on Monday, a ladies' pocket book containing a sum of money and postage stamps. A suitable reward will be paid by leaving same at Mrs. E. J. Sinclair's, corner Middle street and Richards avenue.

There was a still alarm for a fire in a cartload of potatoes at the freight yard this forenoon. The Chemicals responded, but quite a quantity of the potatoes were destroyed. The cause of the fire was the explosion of an oil stove in the car to keep the spuds from freezing.

On Jan. 21 a new regulation went into effect on the Boston & Maine rail road whereby incoming baggage is allowed to remain in the baggage room, free of charge, forty eight hours instead of twenty-four as heretofore. The time is reckoned from the midnight following the hour of arrival.

The first shipbuilding to be carried on at Kennebunkport for more than ten years will be commenced shortly, when work on a 500-ton schooner for Portland parties will be begun. When completed, the schooner will be commanded by Capt. William Gould of Kennebunkport, and will engage in the lumber trade on the coast.

Ensign W. H. Hansen and Lieut. N. Roberts, who have had charge of the Salvation Army work in Portsmouth for the last seven months will say farewell tomorrow night and leave for Lewiston, Me., their next appointment, on Tuesday morning. The new officers are expected to arrive here on Wednesday. It is not yet known who they are.

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OBITUARY.

John E. Johnston.

John E. Johnston of Haverhill, Mass., a former resident of this city, died at his home in that city on Thursday aged 63 years. He was a prominent G. A. R. man and previous to leaving this city for Haverhill served in numerous capacities. The funeral service will be held from his late residence No. 13 Fountain street, on Sunday afternoon at two o'clock.

John E. Johnston was born in Prentiss, Me., where he passed the first few years of his life. At the breaking out of the war in 1861 he enlisted in the famous First Maine cavalry and participated in all the marches and battles of that regiment.

He was honorably discharged on expiration of his service in 1863, and September 6th, 1864, enlisted in United States navy and was discharged on December 4th, 1867.

Mr. Johnston has always been a true and industrious citizen and in whatever position he has been placed he has won the esteem and confidence of all his associates.

He leaves a wife, and one son by a former wife, who is now in California. He was a worthy member of Post 47, Grand Army of the Republic.

Mrs. Emma Hall Pond.

A telegram has been received announcing the death of Mrs. Emma Hall Pond, wife of George A. Pond of Boston, aged about 42 years. Mrs. Pond was the daughter of Mrs. Martha and the late James Hall of this city and passed her entire girlhood here, graduating from the high school in 1875. She was greatly beloved by her associates here, and her frequent visits kept her in close touch with them. The body will be brought to this city on Monday for interment in the family lot in the South cemetery.

Owen Wentworth.

Owen Wentworth, proprietor of the Wentworth house, the pioneer hotel-man of Kennebunk Beach, died suddenly Thursday of heart disease. Mr. Wentworth was seventy seven years old and had been engaged in the hotel business in Kennebunkport nearly half a century. He leaves a widow, two sons and two daughters.

David Flynn.

David Flynn, the well known State street baker, died at his home on State street early this morning after a long illness, aged sixty-five years. Mr. Flynn was one of the oldest bakers in the city and established the business on State street. He leaves a wife, four sons and two daughters.

John R. gers.

The death of John Rogers, son of Richard J. Rogers of Kittery, occurred at the home of relatives, No. 31 High street this morning, the age of the little one being three years, eleven months and twenty-seven days. The mother of the child died about two years ago. The child had been sick only seven days with pneumonia. The funeral will be held Sunday and the burial will be in Kittery.

Mary Manson.

Mrs. Mary Manson, wife of Charles Manson, a Kittery Point expressman, died on Thursday evening, aged thirty-five years. She leaves a husband and two children. She was ill a long time with consumption.

WILL BOOM HIS BUSINESS.

S. Laval, a merchant, of Dallas, Tex., writes: "I thought I would have to give up business, after two years of suffering from general debility brought on by overwork and long hours, but four bottles of Electric Bitters gave me new life. I can now eat anything, sleep well and feel like working all the time. It's the best medicine on earth." It's a wonderful tonic and health builder for tired, weak, sickly and run-down people. Try It. Satisfaction guaranteed. Only 50c at Globe Grocery Co.

OBSEQUIES.

The funeral of Willie J. Sanborn was held at the home of his uncle, Capt. J. Albert Sanborn, No. 41 South street at two o'clock this afternoon. The officiating clergymen was the Rev. Thomas Whiteside of the Methodist church. Interment was in Harmony Grove cemetery by Underlaker H. W. Nickerson. There were many floral tributes, expressing the respect of his many friends.

The funeral of John F. Cronin, child of Mr. and Mrs. Timothy Cronin of Bartlet street, whose death was caused by drinking a quantity of medicine by mistake, was held at two o'clock this afternoon at the home. Interment was in Calvary cemetery by Mr. O. W. Haley.

Isaiah Allen of this city has sold his Newington farm to a Mr. Pace who will take up his residence there in the early spring.

Hon. J. S. H. Frink will be one of

GAS BILLS REDUCED 25 to 50 Per Cent.

Guaranteed Saving By attaching to any Gas Meter

Governor, attached to the Riser or Consumer's Side of Gas Meter.

INSURING GREATER BRILLIANCE, STRAIGHT FLAME, SECURITY AGAINST FIRE. INSURANCE RISKS GREATLY REDUCED. NO BLOWING OR SMOKING BURNERS. NO BROKEN GLOBES.

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No Poisonous Impurity from Unburned Gas. No Clogged Atmosphere. No Smoked-up Walls, Paintings and Drapery.

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You pay their cost to Gas Company every three months, four times a year.

Reliable and Durable,

And so constructed that it can not get out of order or wear out. Acids or Mercury used to poison the atmosphere.

Indorsed by U. S. Government and Leading Corporations throughout the Country.

THE GAS TIP REGULATOR

Designed to take the place of the above for residences and small consumers. Goes in the burner. Can be adjusted by a child. Simple and durable. Absolutely controls the pressure and will save you from 30 to 60 per cent on your monthly bills. \$2.50 per dozen. Sent postpaid on receipt of Postal Money Order, C. O. D. or Stamps. Liberal terms and exclusive territory to agents.

INTERNATIONAL GAS SAVING MAN'G CO.

126 LIBERTY STREET, NEW YORK.

PERSONALS.

Fred Bradbury of Dover, was in town on Friday.

Hon. Charles P. Berry was in Boston on Friday on business.

Harold Bennett of Harvard college is at home for a few days.

Miss Marguerite Berry of State street was in Boston on Friday.

Miss Laura Lowd of Union street is visiting relatives in Boston.

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